



THE

VIEW

Newsletter for the Update of the Indianapolis-Marion County Comprehensive Plan

Indianapolis Insight nears end of first phase

The Indianapolis Insight process is halfway to its goal of producing an updated Comprehensive Plan for Indianapolis and Marion County.

The Community Values phase of the planning process began on September 14, 2000 when an estimated 220 persons attended a morning-long conference.

Following the conference, the first series of Town Hall Meetings was held in September and October of 2000. Meetings occurred in four locations around the city on various nights of the week over a three-week period. Participants were asked what city development issues were important to them today and in the future. This information was used to determine the value statements that guide the plan and to develop the topics for the Issue Committees.

The eight Issue Committees addressed Economic Development; Land Use Standards and Procedures; Transportation and Infrastructure; Redevelopment; Regionalism; Neighborhoods and Housing; Environment, Parks and Open Space; and Cultural, Social and Education.

Beginning in late January 2001 each of the Issue Committees met eight to nine times. Each committee was comprised of 30 to 40 experts, city staff persons and Indianapolis citizens to discuss issues and develop goals, recom-

mendations, and standards in their particular topical area. Committee meetings were open to anyone who wished to attend. By the end of July, each committee developed a report of their proposals. Overviews of the committee work are found on pages 2 - 7.

By July 31, 2001, almost 700 volunteers have contributed more 3500 hours to the planning process.

Along with background information and planning principles, the



Citizens debate issues at Neighborhoods and Housing Issue Committee meeting.

eight committee reports have been compiled into one document to form the Community Values component of the Comprehensive Plan. This component will be used to develop the second phase of the

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Steering Committee drives Indianapolis Insight process

The Indianapolis Insight Steering Committee met on August 30, 2001 to review the findings of the Issue Committees.

During the meeting the Steering Committee learned of the goals and recommendations suggested by the eight Issue Committees. Steering Committee members discussed the work of the Issue Committees and provided staff with guidance as they continue to lead the

planning process.

The 40-plus member Steering Committee was formed to provide direction to the plan and to coordinate public involvement. All members are volunteers and represent a range of organizations with an interest in the growth of the city.

The group grew as the chairpersons of the Issue Committees took their places on the Steering Commit-

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Committee brings new issues to Comprehensive Plan

The Cultural, Social, and Education Issue Committee worked on issues that affect the quality of life in Indianapolis. This is the first time that the Comprehensive Plan planning process has addressed many of these quality of life issues. Committee members met and planned with great enthusiasm, but throughout the process questioned the relationship to the Comprehensive Plan, and opportunity for the Department of Metropolitan Development to implement the recommendations.

This committee divided into four subcommittees: Cultural, Social, Education, and Public Safety and Health. Issues deliberate by the committee were quality of life, inclusive community, life long-learning, public safety facilities, public safety impacts on planning, access to health care, sign reduction, the limitation of excessive lighting and

neighborhood beautification.

Notable goals and recommendations of this committee are:

Develop Indianapolis as the cultural center of the region to increase tourism. This involves encouraging other municipalities, counties and communities in Indiana to help develop, sustain, and enhance the cultural facilities located in Indianapolis that serve the state as a whole.

Improve the quality of life for all citizens in Indianapolis. The committee recommends that the City of Indianapolis take a leadership role in monitoring and reporting on a broad array of quality life indicators.

Encourage life-long education opportunities for all citizens. The success of the city depends on having a qualified workforce to further growth of this city and to be

able to compete globally. The committee also recommends limiting barriers to accessing an education.

Increase the role of public safety in the planning process. The committee set a standard to consider the impact of public safety in the planning process. Public safety personnel need to be involved when rapidly developing areas of the city are planned. Traffic congestion, access to structures, commercial and residential developments, and greenways can impede response times.

Recommend improved accessibility of health related facilities. The committee recognizes that a healthy population is important to the success of a community. Good access includes convenient locations of facilities, affordability, and convenient and affordable transportation.

Economic group examines land use/economy links

The Economic Development Issue Committee evaluated the current Comprehensive Plan and other land use policies from an economic development viewpoint. Economic development involves retaining, creating, and nurturing business and industry to generate wealth for the citizens of the city. Many of the issues that this report features were also be addressed by other Issue Committees, but from a different perspective.

These issues are:

Introduce industry clusters into the planning process. The future of the local economy appears to revolve around the formation of industry clusters, which create a synergetic "critical mass" of firms, rather than the pursuit of diversification to minimize the possible risks of an economic downturn. Studies

of Indianapolis' economy identify approximately five "sectors" in which Indianapolis has a strategic advantage: advanced manufacturing; finance, insurance and real estate; high technology; life sciences; and transportation. Nurturing these industry sectors should be a strategy employed by the City of Indianapolis to enhance economic development.

Provide adequate transportation choices. The movement of goods, services and employees will become more important as Indianapolis matures in the next decade. While the predominant form of movement is, and will likely remain, ground transportation, air transportation is a rapidly expanding form of transportation for both cargo and passengers. The Indianapolis International Airport will play a large role in the long-term economic vitality

of Indianapolis. Additionally, a timely and affordable mass transportation system should be developed, which provides a viable alternative to the privately-owned automobile.

Simplify regulation. The Comprehensive Plan is the basis for land use regulation within Indianapolis; however, today's economy calls for a regional focus. As the leader of the region, Indianapolis should strive for a common planning and zoning language within the nine-country region. Additionally, regulation needs to adequately protect public health, safety and general welfare, but must not impose undue restrictions to development. Therefore, future regulation should be based on proven, objective requirements and not subjective criteria.

Environment committee sets “green” goals

The Environment, Parks and Open Space Issue Committee studied the relationship between the environment and the current and future development of Indianapolis. The committee envisioned how a lively community of more than one million people can grow in ways that are healthful to both the human population and to the environment.

Among the issues this committee discussed are clean water (groundwater protection, surface water quality, development of floodplains), clean air, trees and woodlands, brownfields, parks, greenways, and open space.

This committee recommends:

Include wellfield issues in the Comprehensive Plan. Wellfield protection has been given greater scientific and governmental attention in Marion County since the adoption of the 1990-1993 Comprehensive Plan. New knowledge and new processes in wellfield protection are incorporated into this committee's recommendations.

Establish buffer zones along creeks and rivers. The committee recommends amending the zoning district ordinances to require preservation of existing dense vegetative cover or the planting of dense vegetative cover along stream banks. The reasons for this recommendation are erosion control, contaminant capture, habitat preservation, and water cooling (water cooling is important for retaining oxygen levels, an important component of water quality).

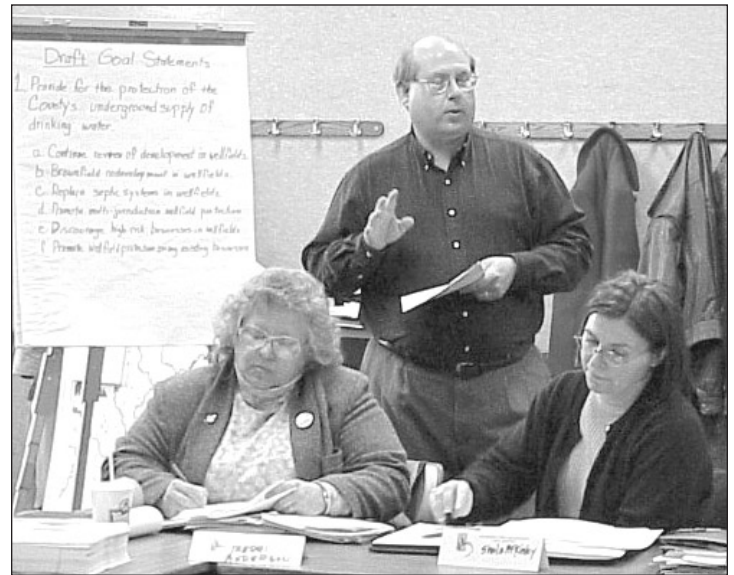
Improve air quality by promoting pedestrian-oriented and transit-oriented development. Drops in ozone-producing emissions from automobiles have been offset by the increasing number of miles driven. The committee recommends forms of development that encourage people to use modes of transporta-

tion other than the automobile.

Increase tree planting.

In addition to recommendations concerning the preservation of existing trees and woodlands, the committee recommends amending the Subdivision Control Ordinance to require street trees in new plats. Also, the Commercial Zoning Ordinance should be amended to require greater landscaping within large parking lots.

Set standards for park designations in the Comprehensive Plan. The committee has established a standard of 17.3 acres of parkland to be set aside for every 1000 persons of actual or projected population. It has set a further standard of a park within 1 mile of each resi-



Presentations provided background information for the Environment, Parks & Open Space Committee.

dential development.

Divide the Urban Conservation land use category into two categories. Under the 1990-1993 Comprehensive Plan, the Urban Conservation category served two functions which is often confusing. This committee recommends dividing those functions into two new land use categories: “Floodway” and “Environmentally Sensitive.”

First phase

Continued from page 1

plan where land use recommendation maps will be drawn. It will also be used as a guide for future development of the city, zoning and variance decisions and recommended changes to City procedures. The eight committee reports and the draft Community Values document are available from the Division of Planning. (see page 9) The Issue Committee reports are also available online at the Indianapolis Insight webpage.

A second series of Town Hall meetings are scheduled for October 17 through October 29. These

meetings will provide the opportunity to become more familiar with the Community Values portion of the plan and to provide comment on the work thus far. (see page 10)

The draft Community Values document will be finalized following the Town Hall meetings and will be presented to the Indianapolis Insight Steering Committee for review and then to the Metropolitan Development Commission for official adoption.

The second phase of the plan process is expected to begin in January of 2002.

Land Use Committee proposes new land use categories

During the course of the Land Use Standards and Procedures Issue Committee meetings several challenges arose. The Committee's mandate became divided into two distinct parts. First, the Committee evaluated the composition of the current Comprehensive Plan to discover what worked, what needed improvement and what needed to be discarded. Second, the Committee evaluated the implementation of the Comprehensive Plan through the application of the ordinances, policies and procedures of the City of Indianapolis.

The committee members brought a wide variety of experience, interests and concerns to every discussion. The complexity and breath of issues necessitated one additional meeting and a smaller group meeting on land use categories.

The report reflects a consensus of opinions on these challenging topics. The committee did not resolve every issue discussed during the meetings, and not every issue could be adequately discussed. The recommendations, therefore, not only include issues that were resolved during the process, but also recommendations to further study the issues that were insufficiently discussed.

Some of the notable accomplishments of this committee are:

Introduce new land use categories. One of the difficulties associated with the current Comprehensive Plan is the residential density ranges. Specifically, the perception is the low-density range of two to five units per acre is too broad. The Committee has created six residential density ranges from the original four, which splits the low-density range into two ranges and created a range between five and eight units per acre. Additionally, two mixed-use categories have been created

that are designed to encourage innovative developments or retain the character of our diverse community.

Address deviations from the Comprehensive Plan recommendation. The Committee is concerned with the perception that the recommendations of the Plan historically have not been followed. While understanding that the Plan can not precisely predict how the City will look in ten years, the Committee believes that the Plan creates an expectation in the community. To adequately address both, the Committee recommends that the Comprehensive Plan provide guidance when a deviation from the Plan is appropriate. It is proposed that impact statements be filed

with rezoning petitions that do not comply with the Comprehensive Plan, comparing the impacts of the proposed development with the probable impacts of the recommendation of the Comprehensive Plan.

Revise the method in which density is calculated. In the past, density has been calculated as a function of the whole property. This method does not take into consideration the realities of distinct parcels of property, which may contain natural features that limit development. The committee recommends that density should be calculated based upon the features of individual parcels, and that floodways, levees and interstate rights-of-way should be excluded from density calculations.

Safe and decent housing is basis of committee's deliberations

From the outset, the Neighborhoods and Housing Issue Committee operated from the assumption that housing is fundamental to all neighborhood issues. Because the membership reflected the many varieties of Indianapolis neighborhoods, discussions encompassed a range of perspectives about the opportunities that Indianapolis faces in neighborhoods and housing.

The committee considered the various land use patterns seen in Marion County neighborhoods. Development and redevelopment patterns as well as practices of the recent past were examined. Most importantly, the committee members shared visions for their own neighborhoods which ultimately led to the Committee's collective vision for Indianapolis neighborhoods.

Among the committee's recommendations are:

Establish the opportunity for every citizen in Indianapolis to live in safe and decent housing. It is the committee's opinion that the City should strive for all properties to meet the rules, regulations, and codes of the Marion County Health and Hospital Corporation and the Department of Metropolitan Development to ensure well being for all citizens.

Develop a range of housing types. For owners and renters of all income levels in each township, encourage homeownership and support the diverse need for housing in the community.

Establish incentives to encourage reinvestment in areas experiencing disinvestment. Expand and strengthen the role of CDCs in the stabilization of neighborhoods experiencing disinvestment.

Encourage each neighborhood
Continued on page 5

Regionalism group stresses continuing conversation

The Regionalism committee explored regional planning issues that have emerged since the preparation of the current Comprehensive Plan. A regional outlook was not as prevalent in the early 1990s; however the past decade has seen increasing interest in shared opportunities for the Central Indiana region. Citizens, institutions, businesses, and governments have an enhanced understanding of the interconnection of transportation, infrastructure and land use planning.

Against this backdrop the Regionalism Committee explored its mission. The committee could not complete an exhaustive study given the complexity of many regional planning issues and the limited time available. With an emphasis on improving communications and cooperation, the committee explored ways in which long range planning might enhance the region's quality of life, economic competitiveness, mobility, transportation, and infrastructure systems and the environment. A number of recommendations were offered for further study and action.

Of central importance is continuing the Regional Planning conversation. Recognizing that no single governmental agency has a legislative mandate for regional coordination, the committee nonetheless is resolute that the City of Indianapolis has a unique leadership role in this issue. The committee's overriding goal is the advancement of regionalism in local planning, and concludes that advocacy, education, and active coordination must be assigned to a staff position that will act as a "regional facilitator." This position should work closely with the Metropolitan Planning Organization and would benefit from the ongoing regional transportation coordination per-

formed by the agency.

Another determination of the committee is that efforts for greater regional coordination not wait until the adoption of the Comprehensive Plan. Continuing development pressures test the abilities of local governments to achieve a favorable "fit" with each other. The regional facilitator should work on these topics:

- Regional Economy
- Regional Infrastructure Planning
- Regional Mobility
- Reflecting the Regional Context in Land Use Plans
- Natural Resources and Environment



Citizens, public officials and city planners from around the region gather in the Cumberland Town Hall for discussion of regional cooperation and coordination.

The committee examined both practical measures that could augment short-range planning and development coordination as well as long range issues that will require years of study and action.

The committee was comprised of persons from within Marion County and surrounding counties, cities, and towns. Meetings were held on the outer edges of Marion County to encourage participation from neighboring jurisdictions.

Neighborhoods and housing

Continued from page 5

to identify, promote, and maintain its own unique identity. The committee recommends that neighborhoods establish organizations and hold regular events and annual clean-ups to unify and promote neighborhoods.

Incorporate a mix of uses where applicable, in the planning, design, development, and/or redevelopment of neighborhoods. Support multi-accessible amenities such as neighborhood shopping, schools,

libraries, parks, and quality employment. Pedestrian and bicycle links between neighborhoods and between neighborhoods and amenities are encouraged. Pedestrian connections to mass transit stops are also strongly encouraged.

Improve the environmental health of neighborhoods. Provide neighborhood leaders with training on code regulations so they can better educate the public, encourage voluntary compliance, and report problem properties.

Redevelopment Committee looks at reuse, revitalization

The Redevelopment Committee investigated comprehensive planning issues related to areas of Indianapolis that are blighted, aging and lacking reinvestment. Previous comprehensive plans did not significantly redevelopment strategies: significant revival of many neighborhoods has occurred during the past decade. The City of Indianapolis has participated with neighborhood associations, community development corporations, private development companies, and countless individuals to restore older housing, adapt and reuse commercial and industrial space and also attract new construction and infill development.

The City now has an opportunity to prevent further decline and to attract new investment to older neighborhoods. This approach will become of greater importance as urbanization occurs in the remaining rural and sparsely developed areas with Marion County. The committee examined a number of local success stories, heard from residential and commercial redevelopment experts, and evaluated local and national trends.

The committee's recommendations are organized into three groups:

Implementation Infrastructure:

- Increase the capacity for redevelopment within city government
- Refine city regulations, procedures, and incentives to enhance redevelopment efforts and improve the quality of redevelopment projects
- Work in collaboration and partnership with community development corporations, private developers, and other neighborhood-based organizations

Tools to Strengthen Existing Assets:

- Refine lending packages for a variety of single family and small multi-family projects that will stimulate housing rehabilitation and maintain the city's stock of affordable housing
- Strengthen existing retail, commercial, industrial, and cultural facilities
- Coordinate various public investments and services to enhance redevelopment efforts

Tools for Attracting New Investment

- Create additional tools that will attract new investments in retail, commercial and industrial facilities
- Coordinate redevelopment efforts with workforce development
- Attract new investment to "brownfield sites" and "greyfield sites"
- Encourage business districts to organize using models such as the Main Street Program for marketing and promotions and to plan and implement physical improvement.

The committee concluded that the City could continue to grow in its vitality and influence through the creative reuse of existing infrastructure, buildings, and communities long after it has exhausted its vacant developable land. The committee suggested new organizational and resource linkages to accomplish that objective. Further, the committee recommends the City must lead collaborative efforts to form new redevelopment partnerships.

Transportation Committee focuses on impacts

The Transportation and Infrastructure Committee's goals and recommendations were the consensus of a diverse group. The Committee consisted of individuals representing all areas of Marion County, and representing government, business, neighborhood and environmental viewpoints. Yet the Committee seemed to have little trouble reaching consensus on fundamental principles, focusing instead on clear expression of ideas.

What is perhaps most noteworthy of the report is that automotive traffic is not the issue. Con-



Park Ave. in Lockerbie Square is the epitome of a quiet neighborhood street.

spicuously absent are recommendations for shortening travel times or improving the level of service

of intersections and roadways. The Committee's goals and recommendations focus instead on: improving pedestrian mobility access and connectivity; improving public transportation and mass transit; preserving the integrity of neighborhoods; and maximizing the performance of existing infrastructure.

The Report emphasizes the vital importance of the long-term viability of the current thoroughfare system, and its role in expeditiously moving traffic. The recommendations for maximizing

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Website and Hotline offer planning updates

Two good ways to stay current with the Indianapolis Insight Plan process is to visit our website or call our hotline. The Indianapolis Insight website provides up-to-date information about the comprehensive planning process. The site displays meeting dates, times, and location maps; background documents, including the Issue Committee reports; meeting minutes; and opportunities for involvement in the planning process.

The website has experienced considerable activity, with 1,000 "hits" since mid-December 2000.

The Discussion Board portion of the website provides a forum for debating issues related to the Comprehensive Plan. Discussion Board participants can choose from three

different topics or propose one of their own.

The site has also garnered national attention in the planning profession. The Indianapolis Insight web site was recently featured in the July issue of the American Planning Association's *Planning* magazine. An article by Karen Finucan titled "The World of E-Planning" discusses several outstanding local government sites that are creatively connecting citizens and gov-

ernment using the internet.

The website address is: www.indygov.org/indianapolisinsight.

A telephone hotline allows participants involved to remain involved in the update process. Callers have the opportunity to check dates and times of public meetings, learn more about comprehensive plans and how they affect citizens, request information, and leave comments. The Indianapolis Insight Hotline is (317) 327-5111.

Steering

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tee. The new members are Jeffrey R. Miller of Earth Day Indiana, Inc. and Eagle Creek Woods Homeowners Association, Abbe Hohmann of Colliers Turley Martin Tucker, Inc., Francine Kelly of The Children's Museum, Lamont Hulse of the Indianapolis Neighborhood Resource Center, Sue Solmos, a Realtor and neighborhood leader with the Near Eastside Community Organization (NESCO), William Taft of Southeast Neighborhood Development (SEND), Joseph Slash, retired from IPALCO and a former Indianapolis Deputy Mayor and Douglas Trolson of the Greater Allsionville Community Council (GACC).

The Steering Committee has met four times since August of 2000 and will continue to meet throughout the planning process.

Steering Committee meetings are open to the public, but are not the primary means of gathering citizen comment.

Transportation and infrastructure

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the performance of this system are balanced and integrated with the Committee's goals and recommendations for preserving the integrity of neighborhoods.

Key recommendations are:

- Develop standards for evaluating the impact of roadway projects on neighborhoods, the establishment of "gateway corridors," the development of vision statements and standards in the Thoroughfare Plan, and better coordination in the development and implementation of the land use and transportation plans.

- Improve bicycle and pedestrian mobility, access and connectivity. This goal is reflected in recommendations throughout the Committee's Report. The recommendations for improving pedestrian mobility serve many objectives: relieving pressure on the thoroughfare system, preserving the integrity of neighborhoods, maximizing the use of existing infrastructure, and providing an optimum public transportation network.

- Develop an efficient, non-polluting, quiet, and affordable transportation network that provides equal access for all citizens to and from all areas of the metropoli-

tan region. Many of the recommendations for public transportation reiterate the need for pedestrian access and connectivity, because public transportation is dependent on pedestrian mobility. The Committee recommends emphasis on continued development of bus transportation through the IndyGo Five-year Implementation Plan.

- The recommendations include the creation of a Regional Transportation Authority.

The Comprehensive Plan deserves great consideration in decision making. The Comprehensive Plan is the one process that brings together the contributions of many disciplines to resolve conflicting interests, and balance competing demands for the resources of an entire community.



Middle and high school students provide their insights

The Indianapolis Insight public involvement process has included a youth component during the winter and spring of 2001. The Comprehensive Planning staff worked closely with the Corporation for Educational Communications (CEC)* and middle and high school students from the Indianapolis area. The students investigated and developed ideas for the Comprehensive Plan based on their areas of study. This project was part of Vision Athena, a videoconferencing network in Indiana.

As this project coincided with the Issue Committee phase, the students were provided with various background materials similar to the adults who served on the Issue Committees.

Key Learning Community students explored the needs of the Indianapolis westside. Working with city planning, economic development and parks staff, the students developed a proposal for redeveloping a landfill-brownfield site into a neighborhood park.

Arlington High School students investigated community needs within the high school's attendance



Middle school students from the IPS Key Learning Community present their work on turning brownfields into parks

area. They made recommendations for summer recreational and educational programs for younger students designed to improve their school success in later years.

Noblesville High School investigated current and future development in Marion and Hamilton Counties. They made recommenda-

tions dealing with environmental and economic impacts of current growth patterns and made suggestions for redevelopment policies.

* The Corporation for Educational Communications is now called the Center for Interactive Learning and Communication.

180 years of city planning in Indianapolis

Planning Indianapolis actually began before the city was founded in 1821. The General Assembly, recognizing that the state capital needed to be centrally located, formed a commission to find a site. This commission decided to locate Indianapolis near the confluence of the White River and Fall Creek due to fertile soil, proximity to the proposed National Road, and river banks suitable for boat landings.

Shortly after the founding of the city, Alexander Ralston and Elias Fordham were employed as surveyors to begin work on a plat. Ralston laid out the City on a one mile square

using a combination of the design of Washington, D. C. and Thomas Jefferson's plan of regular squares.

Most land use, however, went unregulated until 1921, when the Common Council adopted the first zoning ordinance. This ordinance established restrictions based upon land use, height of structures and lot area.

In 1944, the City Plan Commission submitted a Preliminary Master Plan for the City of Indianapolis. The Plan indicated that the knowledge of past trends, present conditions and a considered judgement of what can be anticipated would be necessary to

provide a plan that adequately serves as a guide for growth.

In 1958, the first Official Thoroughfare Plan was adopted. The Plan identified major street improvements.

In 1965, the first Marion County Comprehensive General Land Use Plan was adopted. This Plan has been updated four times, in 1969, 1977, 1984, and 1991-1993.

In 1969, the city's first neighborhood plan completed, Metropolitan Subarea Plan-Highland-Brookside. Since that initial Plan, over 50 similar plans have been prepared for neighborhoods of the city.

The following reports have been developed by the Indianapolis Division of Planning, a division of the Department of Metropolitan Development. The draft Community Values component and the eight Issue Committee Reports were produced as part of the Indianapolis Insight planning process and are available now free of charge. The other documents were produced prior to Indianapolis Insight and are excellent sources of background information.

To receive copies of any of these documents, please return this form to:

Division of Planning, Comprehensive Planning Section

1841 City-County Building

200 East Washington Street

Indianapolis, IN 46204

Name _____

Address _____

City, State Zip _____

_____ Draft Indianapolis Insight Plan, Community Values component

_____ Indianapolis Insight Cultural, Social and Education Issue Committee Report

_____ Indianapolis Insight Economic Development Issue Committee Report

_____ Indianapolis Insight Environment, Parks and Open Space Issue Committee Report

_____ Indianapolis Insight Land Use Standards and Procedures Issue Committee Report

_____ Indianapolis Insight Neighborhoods and Housing Issue Committee Report

_____ Indianapolis Insight Redevelopment Issue Committee Report

_____ Indianapolis Insight Regionalism Issue Committee Report

_____ Indianapolis Insight Transportation and Infrastructure Issue Committee Report

_____ Report of the Growth Advisory Committee, \$2.00

_____ Indianapolis Development Assets, \$25.00

_____ Facilities and Services Needs Assessment, Compilation by Township, \$9.00

(reports for individual townships are available for \$1.00 each, please indicate which townships reports you wish to receive)

Issue Committee Reports, Report of the Growth Advisory Committee, Indianapolis Development Assets, and Facilities and Services Needs Assessments are also available online at www.indygov.org/indianapolisinsight.



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Town Hall meetings scheduled for October

The Indianapolis Department of Metropolitan Development Division of Planning has announced the second round of Town Hall Meetings to be held in conjunction with the Indianapolis Insight planning process. Four Town Hall Meetings will be held at the following times and locations.

West meeting

Date: October 17th

Time: 4:00 to 8:00 p.m.

Location: Garden City Elementary School, 4901 Rockville Road

South meeting:

Date: October 18th

Time: 4:00 to 8:00 p.m.

Location: Abraham Lincoln Elementary School, 5241 Brehob Road

North meeting

Date: October 22nd

Time: 4:00 to 8:00 p.m.

Location: Glendale Branch Library, 6101 N. Keystone Avenue

East/Southeast meeting

Date: October 29th

Time: 4:00 to 8:00 p.m.

Location: Raymond Park Middle School, 8575 E. Raymond Street

The purpose of these meetings is to gather citizen comment on the first phase of the Comprehensive Plan update. This phase, called the Community Values phase, includes the work of the eight Issue Committees as well as background information and planning principles. (see pages 1-7)

Format of the meetings is an open house. Participants are welcome to arrive at any time and spend as much time as they wish perusing exhibits and speaking with planners and other citizens. The format and content of the meetings will be identical at each site.

Some personal preparation is recommended prior to the meet-

ings. Familiarity with the Issue Committee reports or with the draft Community Values document is encouraged, although it is not necessary for an understanding of the exhibits. Copies of the Issue Committee reports and the draft Community Values document are available from the Division of Planning. (see page 9)

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